

the frame or chassis of the vehicle by means of a pair of leaf spring arms which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end mounted pivotally to the vehicle frame or chassis characterized in that anti-roll means is connected rigidly between the pair of longitudinal leaf spring suspension arms.

2. (Amended) A system according to claim 1, wherein said anti-roll means is connected at or adjacent the points at which the one end of each arm is pivotally attached to the frame or chassis of the associated vehicle.

3. (Amended) A system according to claim 1, wherein said anti-roll means comprises an anti-roll bar or tube.

4. (Amended) A system according to claim 1, wherein said anti-roll means, which extends transversely of the longitudinal axis of the associated vehicle, is arranged to add bending stiffness to the longitudinal suspension arms during vehicle roll.

5. (Amended) A system according to claim 2, wherein said anti-roll means is arranged to add transverse, torsional stiffness close to those pivot points.

6. (Amended) A system according to claims 1, wherein the longitudinal suspension arms upon which the air bags or other air suspension means are mounted, are converted from acting as beams which are pivotally mounted at their one ends to the frame or chassis of the vehicle, to beams which are fixed or tending towards "encastre" at those one ends, during roll motion of the vehicle.

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7. (Amended) A system according to claim 1 further arranged to allow the associated pivot points to rotate in opposite directions during vehicle roll, whilst rotating in the same direction in normal, straight axle ride.

8. (Amended) A system according to claim 1, wherein said anti-roll means is locatable at various points along the length of the suspension arm, the position being related to the anti-roll stiffness and stability afforded thereby.

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